CVILLE PLANS TOGETHER

Topic Area Overviews

Short summaries of ways that the proposed zoning ordinance update is addressing or considering specific topics.

February 2023 Draft

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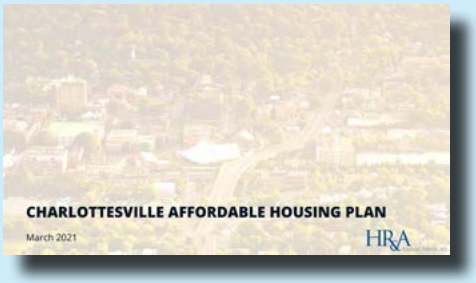
For more information, please visit cvilleplanstogether.com/draft-zoning/

HOUSING AFFORDABILITY

The **Charlottesville Affordable Housing Plan** (adopted March 2021) identified a **framework to guide affordable housing policy and investments** to increase the impacts of the City's policies and programs, remove barriers to access, and advance racial equity in housing in Charlottesville.



Affordable Housing Plan Recommendation Summary

IMPLEMENTATION NEEDS	Funding	Make a **strong and recurring financial commitment** to address housing needs in Charlottesville.
	Governance	Build governance structures that **institutionalize an equitable and efficient implementation** of the Affordable Housing Plan.
TOOLS	Land Use	Revise **regulations and development approval processes** to increase the supply of housing and slow the increase in housing cost, while protecting lower income and other marginalized communities.
	Tenants' Rights	Change local policy and advocate at the state level to expand Charlottesville's ability to **support tenants' rights.**
	Subsidy	**Focus and align subsidy programs with community-defined priorities** and make changes to increase impacts.

The Affordable Housing Plan lays out several different strategies for meeting its goals, including funding commitments to grow the existing stock of subsidized homes by nearly 70%, preserve nearly 40% of existing subsidized housing at risk of becoming unaffordable or obsolete, and provide direct assistance annually to up to 2,000 households facing housing instability.

But all of these strategies depend on the opportunity to build more housing in Charlottesville.

One of the primary goals of the zoning rewrite is to increase housing options throughout the city, including **more housing** that is **more affordable** for both renters and potential homeowners at a variety of income levels, particularly lower- and middle-income levels.

To help ensure that units are affordable to more people, proposed zoning changes include the use of an **inclusionary zoning** policy and **affordable housing density bonus** policy that are applicable to **not only new construction but also rehabilitations, conversions, and renovations**.

Find out more about these proposed policies on the next page.

Sensitive Community Areas

The Comprehensive Plan identifies a proposed Sensitive Community Areas (-SA) overlay, which would have requirements to provide affordable units prior to market rate units. The Cville Plans Together team is exploring the Sensitive Community Area concept in the context of the proposed inclusionary zoning and affordable housing bonus policies.

What is "affordable"?

The proposed zoning is **defining affordable** as a housing unit where monthly payments for housing (including utilities) do not exceed 30% of monthly income for someone whose income level is at or below **60% of Area Median Income (AMI)**.

In 2022, 60% of AMI is $62,900 for a four person household, which means that monthly costs should be $1,573 or lower for a household that size, at the 60% AMI income level.

What is a "housing unit" or "dwelling"?

We use the term "unit" or "dwelling" to describe a place that people live. Because the term "home" often brings to mind a picture of a single-family house, we wanted to use a different term to indicate that a dwelling or unit can encompass more than only a house - it can also be a duplex, apartment, condominium, or other type of home.

Learn more about Inclusionary Zoning and Density Bonuses:

View an August 2022 report here, or watch an overview video. You can find both resources at cvilleplanstogether.com/document-media-center/ (click on "Draft and Final Materials)

ZONING TOOLS FOR ADDRESSING AFFORDABILITY

Inclusionary Zoning Policy

The goal of the proposed inclusionary zoning policy is to support Charlottesville's housing needs through the **required** creation of affordable housing that the housing market would not otherwise address or build. This applies in all zoning districts that allow for residential uses.

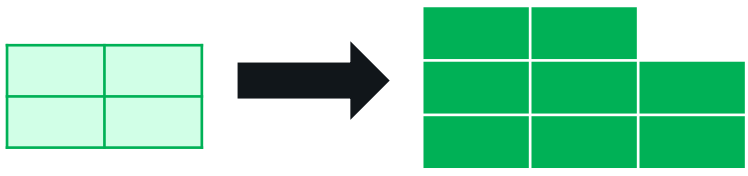
If new construction or any rehabilitation, conversion, or renovation of existing buildings includes **10 or more units of housing** → **Required** to include **10% of units affordable** to households at or below 60% AMI

Affordable Housing Density Bonus Policy

A density bonus is different from an Inclusionary Zoning policy because it is **optional**. It applies in the R-A, R-B, and R-C zones, which are primarily residential and correspond to the General Residential and Medium Intensity Residential areas on the Future Land Use Map in the Comprehensive Plan.

If new construction or any rehabilitation, conversion, or renovation of existing buildings in the **R-A, R-B, or R-C zones** → Qualify for a **density bonus (additional units)** if they include **only** units affordable to **households at or below 60% AMI**

District: R-A	District: R-B	District: R-C
• Up to 3 units allowed • Up to 4 units allowed if **keep existing structure** • Up to 8 units allowed if **all affordable** (see sidebar)	• Up to 6 units allowed • Up to 12 units allowed if **all affordable** (see sidebar)	• Up to 8 units allowed • Up to 16 units allowed if **all affordable** (see sidebar)



There is also a height-based bonus that applies in all mixed-use districts. For all mixed use zoning districts, two additional stories in height are allowed if 10% of units are **affordable to people at or below 50% AMI**.

TRANSPORTATION & INFRASTRUCTURE

More potential housing (and residents) in the city means that the our **infrastructure - transportation, water and sewer, etc. - will need to adapt over time**, as it always has.

Planning for transportation, utilities, stormwater, and other infrastructure occurs on a continuous basis, both regionally and locally.

Planning for infrastructure will respond to anticipated growth trends as they change over time. The existing infrastructure planning processes will ensure the City and region are meeting the needs of all residents.

The ***U.S. National Blueprint for Transportation Decarbonization*** (January 2023) states that:

"One of the most **significant issues constraining housing** supply and production is the lack of available and affordable land, which is in large part driven by state and local zoning and land-use **laws and regulations that limit housing density**."

"**Local zoning reform** can address the critical need to both **expand housing supply**, and simultaneously **enable a wider range of transportation choices** in local communities."

More housing in the city can lead to less need for new infrastructure

Zoning by itself does not change the rate of growth of a city. However, the proposed zoning has the potential to **redirect some of the region's growth to areas where we have existing and planned infrastructure** in the city, thereby reducing the amount of new infrastructure that may need to be built on the periphery of our region (in undeveloped green areas).

By **allowing more types of infill development - that is, allowing more types of housing to exist in areas of the city that already have infrastructure** - we can reduce the need to expand into undeveloped areas in and outside of the city boundaries.

More housing in the city can support better walkability

The Comprehensive Plan and zoning rewrite support a more walkable, bikeable Charlottesville, with improved transit systems. **By allowing more housing, means more support for more neighborhood-scale commercial uses as well as improved transit** - both of which support community walkability.

The **Comprehensive Plan calls for reducing or removing minimum parking requirements** in order to **promote more efficient land use and reduce the cost of housing production**. This strategy recognizes that most property owners will still have parking on their sites for residents or customers, but that **decision becomes a private one based on need rather than a government set requirement** and can be balanced against other needs like additional housing or open space.

An important component of the **City's parking strategy** will be to **regulate on-street parking so that residents on a given street have fair and equal access** to on-street parking through parking permits and other street parking regulations.

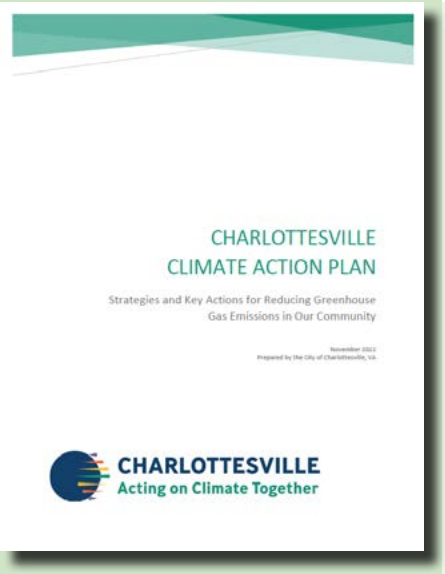
The **Zoning Ordinance will have requirements for new development to have transportation demand management strategies** that account for the impacts of new development and promote residents, customers, and workers in the new development using a range of transportation options. Strategies could include mandatory bike parking, transit subsidies, incentives for not driving, and other infrastructure improvements or transportation programs.

CLIMATE CHANGE & ENVIRONMENTAL PROTECTION

The Comprehensive Plan reinforces the City's long-standing commitment to natural resource protection and climate action. Zoning focuses primarily on the types of buildings that can be built and where they are located, which provides an important opportunity to redirect development away from sensitive environmental resources and towards locations that can help to reduce the City's climate impacts.

On January 17, 2023, City Council officially adopted the Climate Action Plan as an amendment to the City's Comprehensive Plan.

The Climate Action Plan (CAP) is a strategic framework for how Charlottesville can reach its goal of carbon neutrality by the year 2050.


CHARLOTTESVILLE
CLIMATE ACTION PLAN
Strategies and Key Actions for Reducing Greenhouse Gas Emissions in Our Community
CHARLOTTESVILLE
Acting on Climate Together

Multi-family housing and mixed-use development is energy efficient

The zoning rewrite provides the **option to have more types of housing in all neighborhoods**. This includes more multi-family housing (such as small apartment buildings).

As the CAP notes: "Multi-family housing and mixed-use development are **more energy efficient** than single-family homes or stand-alone buildings due to shared surfaces insulating one another and **reducing heating and cooling demand**. Denser development has the additional co-benefits of **reduced infrastructure costs**, **decreased transportation costs**, **increased access to services**, and the potential for **preservation of greenspaces** from the smaller footprint of development."

More housing in the city can lead to shorter commutes, which can lead to reduced emissions

Transportation represents about 30% of Charlottesville's greenhouse gas emissions. As of 2018, more than 20,000 people commuted into the city for work. While these trips would not cease completely with additional housing in the city, one way the City's land use planning (including zoning) can support a reduction in emissions is by updating policies to **support the opportunity for more people to live in the city**, if they wish to do so.

ENVIRONMENTAL STEWARDSHIP

Protecting the city's waterways and advancing the City's response to climate change through trees and energy efficient buildings are key components of the Comprehensive Plan and Climate Action Plan. With continuing demand for new homes and development in the city, **it is important that we advance these goals**. While allowing more housing in the city helps meet our goals for reducing transportation emissions, we must still address emissions associated with our buildings and protect the values of our waterways and trees.

The current zoning rewrite effort will maintain the existing environmental regulations, which exceed state mandates in many ways. Staff is now putting together a project to focus in on new regulations that could go even further to protect and improve these environmental resources while still advancing our goals to increase housing supply and development opportunities in the city.

HISTORIC PRESERVATION

There are currently 60 individual properties and 11 historic districts listed on the Virginia Landmarks Register (VLR) and National Register of Historic Places (NRHP).

Additionally, though most correspond to VLR and NRHP listings, the City has designated as historic 76 individual properties and 11 districts.

The proposed zoning ordinance would **allow adaptive reuse of structures** and **additional units on historic sites**, allowing for retention of existing structures, which contributes not only to historic preservation goals but also **sustainability**. The ordinance includes a bonus unit in the Residential A district to encourage preservation of an existing structure.

Guidelines and requirements related to historic preservation will remain, and the current historic preservation overlays will remain in place.

City-designated historic areas will continue to receive the same level of review by the Board of Architectural Review (BAR) or Entrance Corridor Review Board that they receive today. Properties in these areas will also have the opportunity to **provide additional housing units**, either in the main building or in areas deemed appropriate for new construction.